KILOMETER POST | SHEET TOTAL TOTAL PROJECT | NO. | SHEET NOTES To accompany plans dated __ Caltrans I. Transverse weakened plane joints shall be constructed in new portland cement concrete 3. Transverse contact (construction) joints, with tie bars spaced as shown, shall be installed pavement on the skewed offset, as shown, and spaced at successive repeated intervals at the end of paving operations and elsewhere if ordered by the Engineer. Transverse etric Deven of 3.6 m, 4.6 m, 4.0 m and 4.3 m, except for the first joint at pavement end anchors and contact (construction) joints shall be placed at least 1.5 m from any weakened plane joint. REGISTERED CIVIL ENGINEER structure approaches. The skewed offset shall be I to 6 and rotated counter clockwise. 4. Construct longitudinal weakened plane joints as shown in Section B-B when more than one lane or shoulder widths are placed at one time. If constructing one lane at a time, use Kevin M. Herri 2. New transverse weakened plane joints shall match the skewed offset and spacing of the October 26,2000 adjacent existing weakened plane joints, as shown. Where the existing transverse longitudinal contact (construction) joint, as shown in Section A-A. C36577 PLANS APPROVAL DATE weakened plane joint spacing exceeds 4.6 m, an additional transverse weakened plane joint _{D.} 6-30-04 5. If fresh portland cement concrete is placed adjacent to existing portland cement he State of California or its officers or shall be constructed equal distance bewteen the existing joints. gents shall not be responsible for the accuracy r completeness of electronic copies of this play concrete, the top corner of the existing portland cement concrete does not need to be rounded to 6 mm radius, as shown. Edge of lane, tie bars typical (not shown) Edge of existing lane Transverse Weakened Direction of Travel Longitudinal Contact Plane Joint, See Note I (Construction) Joint Existing Transverse — l.5 m Min Existing Transverse Direction of Travel Weakened Plane Joint Weakened / Lonaitudinal Longitudinal Joint, Plane Joint Joint, See See Note 4 Note 4 Not to l₌5 m Min Not to exceed exceed 600 (Typ)Typ `Typ´ Transverse Weakened Plane Joint, See Note I Tie Bars Tie Bars Tie Bars Tie Bars Transverse Weakened Transverse Weakened Plane Joint, See Note 2 Plane Joint, See Note Not to Not to exceed exceed Transverse Contact Transverse Contact (Construction) Joint. (Construction) Joint. See Note 3 See Note 3 Тур Z Transverse Weakened Transverse Weakened Plane Joint, See Note 2 Plane Joint, See Note I RSP (D) l.5 m Min l₁5 m Min A 35 A PLAN PLAN Edge of shoulder Edge of shoulder NEW CONSTRUCTION LANE/SHOULDER ADDITION OR RECONSTRUCTION Drill 25 mm ø hole into existing PCC ↓ £ Joint ∠£ Joint, See Note 4 - ⊈ Joint, See Note 4 lane. Use Fresh PCC Fresh PCC New Hardened Fresh epoxy to PCC Lane Lane or Shoulder Lane or Shoulder ee Hardened PCC bond tie 6 mm R. #19 Deformed bar to -See Joint Details, -See Joint Details, See Note 5 epoxy coated existing Std Plan A35C STATE OF CALIFORNIA 375 375 Std Plan A35C tie bar concrete #19 Deformed DEPARTMENT OF TRANSPORTATION Тур Тур Тур *#19 Deformed epoxy pavement. epoxy coated coated tie bar See Note 5 tie bar PORTLAND CEMENT CONCRETE Pavement Thickness PAVEMENT (UNDOWELED See TRANSVERSE JOINTS) Alternative Base Tie Bar Base Base Base NO SCALE See Alternative Tie Bar Detail, Detail, Std 750 750 750 SECTION D-D Plan A35C Std Plan A35C SECTION C-C, TIE BAR DETAIL ALL DIMENSIONS ARE IN SECTION A-A, TIE BAR DETAIL SECTION B-B, TIE BAR DETAIL **TRANSVERSE** MILLIMETERS UNLESS OTHERWISE SHOWN LONGITUDINAL CONTACT LONGITUDINAL WEAKENED TRANSVERSE CONTACT WEAKENED RSP A35A DATED OCTOBER 26,2000 SUPERSEDES STANDARD PLAN A35A DATED JULY 1,1999-PAGE 12 OF THE STANDARD PLANS BOOK DATED JULY 1999. (CONSTRUCTION) JOINT PLANE JOINT (CONSTRUCTION) JOINT PLANE JOINT

STANDARD PLAN RSP A35A

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